



Canada: Mass-Transit Projects in Metro Vancouver

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The provincial government of British Columbia and public regional transportation authority [Translink](#) has announced the [Provincial Transit Plan](#), an ambitious plan to improve public transit in Metro Vancouver. Included is the addition of two new rapid transit train lines, major upgrades to 20 stations on the pre-existing rail network, a network of express busses with dedicated lane-ways, installation of electronic ticket gates in all transit stations, and the purchase of an alternative-fuel bus fleet. The value of these improvements is estimated to be US\$11 billion. All of these new projects provide excellent opportunities for US exporters.

Light Rapid Transit System Improvements **The Evergreen Line**

The Evergreen Line is a new planned seven mile long line linking the city of Coquitlam to Vancouver and Burnaby. It will incorporate a combination of at-grade, buried, and raised rails. Current plans call for six stations, with the possibility of an additional two to be built depending on funds or subsequent to the line's commencement of operations. It is currently undergoing the final stages of approval, with project bidding to begin later in 2009 with construction is to run from early 2010 to 2014. The Evergreen Line is estimated to cost US\$1.2 billion.

The UBC Line

The UBC Line is a planned seven mile extension of the rapid transit rail network linking downtown Vancouver with the University of British Columbia. It will also feature a combination of raised, at-grade, and buried rails, with 6-9 stations planned variant on funds and public consultation. Project cost is estimated at US\$2.2 billion and construction is projected to begin in 2014.

Expo Line Upgrades and Surrey Line

Beginning in 2009, US\$2.5 billion will be spent to upgrade existing rapid transit network to accommodate increasing ridership. Station platforms will be elongated and additional storage track will be built on some stations. A second maintenance facility and vehicle storage depot will be built to accommodate the increased number of cars on the network. The network control system will be upgraded and bus loops and transit exchanges will be unified and upgraded.

New Rail Cars

To accommodate increased ridership by 2020, US\$800 million is to be invested in the purchase of linear-induction cars with third rail electrification. It is anticipated that the first batch of new cars will be ordered in 2009 or 2010 for cars to be ready before the completion of the Evergreen Line in 2014.

Infrastructure Improvements **Ticket Gates / Prepaid Smart Cards**

Translink has announced that it is going ahead with a plan to both install automated ticket gates in all stations in on its ALRT network and introduce the use of electronic prepaid smart cards. As the Expo Line

was not designed with ticket gates in mind, Translink plans to introduce these ticket gates while the Expo Line is undergoing renovations. Installation is expected to begin spring 2010. The total cost for this project is US\$80 million.

Expanded Green Bus Fleet

Translink is exploring and investing in fuel alternative vehicles for its fleet, with the planned purchase of 1,500 clean energy vehicles over the next ten years, with hydrogen, hybrid, electric, natural gas, and low emissions diesel options being explored. Depending on the route volume and other concerns, Translink will be in the market for conventional, articulated, and double-decker busses, shuttles, mini-busses, and specialized vans for servicing the disabled. The total budget for these busses, including the construction of more maintenance and storage infrastructure, is US\$1.3 billion.

RapidBus BC

RapidBus BC is a US\$960 million program to establish nine express bus routes to service high volume corridors. Implementation will require purchase of long-haul and articulated busses and establishment of dedicated laneways with queue-skipping mechanisms. RapidBus BC to begin in late 2009 will be implemented gradually over the next ten years.

Opportunities for US companies:

The Provincial Transit Plan presents vast opportunities for a large variety of US manufacturers. For rail expansions, [Translink](#) will require quality cars capable of integrating into the existing rail network. OEM manufacturers of parts may find opportunities with the company awarded the contract in such areas as seating, propulsion components, and windows.

The planned new stations built on the Evergreen line will require long-lasting materials including wiring, piping and reinforced concrete as well as vandal-proof ticket vending machines. Manufacturers of accessibility-enabling devices for the disabled are also presented with a number of opportunities including elevators and floor-level guides for the blind.

As a combination of at-grade, buried, and raised tracks, the Evergreen Line presents opportunities to US manufacturers of tunneling equipment as well as reinforced concrete, supports, and safety fencing. Manufacturers of high-voltage electrification wires will be needed for operation of the trains, as well as material required for linear-induction transit systems. Similar materials will be needed in construction of the UBC Line and upgrades to the present network.

For the RapidBC program and [Translink's](#) expansion of its bus fleet, opportunities exist for manufacturers of Hydrogen, Hybrid, Electric, Natural Gas, or Low Emissions Diesel busses, minibuses, and shuttles. Manufacturers of systems which will facilitate planned queue-skipping may also see opportunities.

It is important to note that as a public corporation, bids must be submitted to [Translink](#) through the [BidBC Website](#).

For More Information

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